

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**December 9, 2016 ~ 9:00 AM**

**5510 Overland Ave, Room 271**

**San Diego CA, 92123**

**MINUTES**

- I. Call to Order / Roll Call**
- II. Pledge of Allegiance**
- III. Approval of Minutes**
- IV. Items for Review:**

<b>SUBJECT</b>	<b>LOCATION</b>	<b>AREA</b>	<b>PLANNING/ SPONSOR GROUP</b>
<b><u>SUPERVISORIAL DISTRICT 2</u></b>			
<b>2-A. RADAR RECERTIFICATION</b>	<b>JAMACHA BOULEVARD</b>	<b>SPRING VALLEY</b>	<b>SPRING VALLEY</b>
<b>2-B. SPEED LIMIT</b>	<b>SOUTH GRADE ROAD</b>	<b>ALPINE</b>	<b>ALPINE</b>
<b>2-C. RADAR RECERTIFICATION</b>	<b>RAMONA OAKS ROAD</b>	<b>RAMONA</b>	<b>RAMONA</b>
<b>2-D. RADAR RECERTIFICATION</b>	<b>SAN VICENTE ROAD</b>	<b>RAMONA</b>	<b>RAMONA</b>
<b>2-E. RADAR RECERTIFICATION</b>	<b>VISTA RAMONA ROAD/ SARGEANT ROAD</b>	<b>RAMONA</b>	<b>RAMONA</b>
<b><u>SUPERVISORIAL DISTRICT 5</u></b>			
<b>5-A. ROADWAY CIRCULATION/PARKING</b>	<b>RANCHO SANTA FE VILLAGE</b>	<b>RANCHO SANTA FE</b>	<b>SAN DIEGUITO</b>

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**  
**MEETING OF**  
**December 9, 2016**

**Traffic Advisory Committee Members**

Automobile Club of Southern California	Absent
Board of Supervisors District 2 Representative	Mr. Walter Lake
Board of Supervisors Districts 3 & 5 Representative	Absent
California Department of Transportation	Mr. Brian Hadley
California Highway Patrol - San Diego	Officer Kelvin Rinehart
California Highway Patrol - Oceanside	Officer Dan Hollywood
California Highway Patrol - El Cajon	Officer Ben Demarest
California Highway Patrol - Border	Absent
Independent Insurance Agents & Brokers of San Diego	Mr. Bob Fleischman
Pacific Safety Center	Mr. Bruce Pennings
San Diego County Sheriff's Department	Sgt. Chris Steffen
San Diego County Office of Education	Mr. Michael Czoberek
San Diego County Bicycle Coalition	Mr. Bill Matella
Department of Public Works	Mr. Zoubir Ouadah
Department of Public Works	Absent

**Traffic Advisory Committee Administration**

Traffic Advisory Committee Secretary	Mr. Kenton R. Jones
Traffic Advisory Committee Staff	Mrs. Juliet Ding
Traffic Advisory Committee Staff	Mrs. Marie Venable

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** December 9, 2016

**Item 2-A**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Recertification

**LOCATION:** Jamacha Boulevard from Sweetwater Road to La Presa Avenue (a distance of 1.1 miles) SPRING VALLEY (Thos. Bros. 1291 3-B) Spring Valley Community Planning Group

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification of the Existing 40 MPH Speed Limit

**PROBLEM AS STATED BY REQUESTER:**

Preliminary review of prevailing speeds and roadway conditions could support radar recertification for the existing 40 MPH speed limit.

**Existing Traffic Devices**

Jamacha Boulevard is a striped four-lane Through Highway that measures 64 feet wide. There is a two-way left turn lane separating both directions of travel between Sweetwater Road and Gilliespie Drive and between Kempton Street and La Presa Avenue. There are bike lanes in place along both sides of the roadway. There is also a parking lane on the north side of the roadway between Gillespie Drive and Kempton Street. The road is posted 40 MPH/Radar Enforced. The road is posted 45 MPH east of La Presa Avenue. This roadway is classified as a Major Road on the Mobility Element Network.

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>10/16</u></b>	<b><u>7/10</u></b>
Jamacha Boulevard:		
E/o Ruxton Avenue	26,720	23,290

<b><u>Spot Speed Data</u></b>		<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
Jamacha Boulevard:				
170' E/o Ruxton Avenue	(2016)	48.0 MPH	38-47	81.0%
	(2009)	47.0 MPH	39-48	69.9%
150' W/o Sacramento Avenue	(2016)	46.0 MPH	37-46	84.0%
	(2009)	43.0 MPH	35-44	68.3%
<b><u>Speed Zone</u></b>	(2016)	46.2 MPH	37-46	81.0%

**Collisions**

There have been 114 reported collisions along this segment of roadway, 41 of which involved injury and one of which involved a fatality, in the last five years two months (1-1-11 to 2-29-16).

**Discussion**

The California Manual on Uniform Traffic Control Devices currently stipulates that speed limits are usually set at the 5 MPH increment nearest the prevailing (85th percentile) speed of motorists. The result of the recent speed surveys (46.0 MPH and 48.0 MPH) could support raising the existing 40 MPH speed limit to 45 MPH.

Jamacha Boulevard is a striped four-lane Through Highway with large daily volumes of traffic. It is a mixed use road. However, primarily retail and commercial entities are taking direct access from the road. There is a collision rate that is higher than the statewide average in this segment of road.

The Committee believes these road conditions confirm the existing 40 MPH speed limit posting as the most reasonable and appropriate posting. The Committee does not believe any benefit would be derived from raising the existing 40 MPH speed limit to 45 MPH.

Radar certification has proven to be effective in reducing the speed of motorists on roads where radar enforcement takes place. This segment of Jamacha Boulevard continues to meet the California Highway Patrol's criteria for continued radar speed enforcement. Representatives from the California Highway Patrol expressed support for radar recertification of the existing 40 MPH speed limit. Continued radar speed enforcement will facilitate and enhance law enforcement.

**Recommendation**

The Committee recommends recertification for continued radar speed enforcement of the existing 40 MPH speed limit posting on Jamacha Boulevard from Sweetwater Road to La Presa Avenue.

Maker: Lake, Second: Steffen Vote: 11-0

**Necessary Board Action**

File this report.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** December 9, 2016

**Item 2-B**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Speed Limit

**LOCATION:** South Grade Road from Alpine Boulevard to Arnold Way (a distance of 5.3 miles) ALPINE (Thos. Bros. 1233 6-G) Alpine Community Planning Group

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Review the Existing 45 MPH Speed Limit

**PROBLEM AS STATED BY REQUESTER:**

Request from a resident indicating concerns with current 45 MPH/Radar Enforced speed limit given the high number of driveways, intersections, blind driveways and blind intersections on South Grade Road.

**Existing Traffic Devices**

South Grade Road is a striped two-lane Through Highway that varies between 26 and 55 feet wide. There is edge-striping along both sides of the roadway. The road is posted 45 MPH/Radar Certified. This roadway is classified as a Light Collector on the Mobility Element Network.

<b><u>Average Daily Traffic Volumes</u></b>		<b><u>12/12</u></b>	<b><u>10/10</u></b>	<b><u>11/03</u></b>
South Grade Road:				
S/o Eltinge Drive		2,760		4,540
W/o Tavern Rd			3,070	
<b><u>Spot Speed Data</u></b>		<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
South Grade Road:				
550' S/o Sunhaven	(2016)	42.7 MPH	34-43	75.0%
400' S/o Scenic View	(2016)	39.5 MPH	30-39	74.0%
320' N/o Calle De Los Compadres	(2016)	47.9 MPH	41-50	62.0%
	(2011)	48.2 MPH	39-48	72.5%
1,800' S/o Via Viejas	(2016)	50.7 MPH	39-48	76.0%

<b><u>Spot Speed Data(continued)</u></b>	<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
South Grade Road:			
700' W/o Tavern Rd (2016)	44.0 MPH	36-45	74.0%
2,000' W/o Tavern Rd (2016)	45.1 MPH	37-46	74.0%
(2014)	48.6 MPH	35-44	60.0%
350' E/o Big Red Rd (2016)	50.9 MPH	41-50	63.0%
(2014)	52.9 MPH	43-52	75.0%
800' W/o Foss St (2016)	42.4 MPH	34-43	84.0%
At Tierra Montanosa (2016)	45.8 MPH	36-45	76.0%
500' N/o La Force (2016)	51.3 MPH	42-51	69.0%
430' E/o Petra Way (2016)	50.1 MPH	42-51	70.0%
(2014)	51.0 MPH	41-50	60.0%

**Speed Zone**

Alpine Blvd to Via Viejas (a distance of 1.35 miles) (2016)	45.7 MPH	37-46	57.0%
Via Viejas to Tavern Rd (a distance of 1.0 miles) (2016)	50.3 MPH	39-48	61.0%
Tavern Rd to Rocrest Rd (a distance of 1.9 miles) (2016)	46.4 MPH	37-46	70.0%
Rocrest Rd to Arnold Wy (a distance of 0.87 miles) (2016)	50.7 MPH	42-51	69.0%

**Collisions**

There have been 12 reported collisions along South Grade Road from Alpine Boulevard to Via Viejas, eight of which involved injury, in the last five years two months (1-1-11 to 2-29-16).

There have been nine reported collisions along South Grade Road from Via Viejas to Tavern Road, four of which involved injury, in the last five years two months.

There have been 28 reported collisions along South Grade Road from Tavern Road to Rocrest Road, eight of which involved injury and one of which involved a fatality, in the last five years two months.

**Collisions continued**

There have been eight reported collisions along South Grade Road from Rocrest Road to Arnold Way, three of which involved injury, in the last five years two months.

**Discussion**

There is currently a 45 MPH speed limit on South Grade Road from Arnold Way to Alpine Boulevard, totaling 5.3 miles in the unincorporated community of Alpine. This item recommends modifying the existing 45 MPH speed limit on South Grade Road into four separate speed limit zones. An area resident living within this segment requested that the Committee review South Grade Road in its entirety in hopes of reducing the posted speed limit.

The area resident attended the TAC meeting and provided testimony about road alignment and vehicle usage on South Grade Road. Staff conducted an engineering and traffic survey of measured speeds, collision experience, and conditions not readily apparent to motorists. Based on speed measurements, Traffic Engineering staff decided to approach this review in terms of four separate zones. Land use and geometrical conditions were taken into consideration when considering road speed changes.

The first zone, from Arnold Way southeasterly to Rocrest Road produced an 85th percentile speed of 50.7 MPH in the engineering and traffic survey. The survey also identified that the road is curvilinear throughout this portion and has a segment accident rate which is above the statewide average. This segment is proposed to retain the established 45 MPH Radar Enforced posting.

The second zone, from Rocrest Road southeasterly to Tavern Road produced an 85th percentile speed zone of 46.4 MPH in the engineering and traffic survey. The survey also identified that the road becomes curvilinear throughout this portion and has a segment accident rate which is above the statewide average. This segment is proposed to be reduced to 40 MPH Radar Enforced.

The third zone, from Tavern Road northeasterly to Via Viejas produced an 85th percentile speed of 50.3 MPH in the engineering and traffic survey. The survey also identified that this segment of South Grade Road has a segment accident rate which is higher than the statewide average. This segment is proposed to retain the established 45 MPH Radar Enforced posting.

The fourth zone, from Via Viejas northeasterly to Alpine Boulevard produced an 85th percentile speed zone of 45.7 MPH in the engineering and traffic survey. The survey also identified that this segment of South Grade Road has a segment accident rate which is higher than the statewide average. This segment is proposed to be reduced to 40 MPH Radar Enforced.

The committee reviewed the engineering and traffic survey information and supported the speed zone proposals.

**Discussion continued**

The Alpine Community Planning Group was given the opportunity to review this item and did not provide input.

**Recommendation**

The Committee recommends reposting South Grade Road in four Zones with certification for radar speed enforcement of the existing 40 MPH and 45 MPH speed limit postings.

Maker: Lake, Second: Steffen Vote: 11-0

**Necessary Board Action**

File this report.



## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** December 9, 2016 **Item 2-C**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Recertification

**LOCATION:** Ramona Oaks Road from San Vicente Road to the End of County Maintenance (a distance of 3.0 miles)  
RAMONA (Thos. Bros. 1173 G-3) Ramona Community Planning Group

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification of the Existing 45 MPH Speed Limit

### **PROBLEM AS STATED BY REQUESTER:**

Preliminary review of prevailing speeds and roadway conditions could support radar recertification for the existing 45 MPH speed limit.

### **Existing Traffic Devices**

Ramona Oaks Road, from San Vicente Road to a point 500 feet east of Abajo Drive, is a striped four-lane Through Highway that measures 64 feet wide. The remaining segment is a two-lane Through Highway, 62 feet wide, with a planted dirt median separating both directions of travel. There are advanced school crossing and equestrian warning signs in place for both directions of travel. The road is posted 45 MPH/Radar Certified. This roadway is unclassified on the Mobility Element Network.

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>12/16</u></b>	<b><u>5/10</u></b>
Ramona Oaks Road:		
E/o San Vicente Road	7,160	8,290
W/o Daza Drive		4,840
E/o Daza Drive		4,000

<b><u>Spot Speed Data</u></b>	<b><u>85<sup>th</sup> Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
Ramona Oaks Road:			
1200' E/o San Vicente Road (2016)	52.0 MPH	42-51	75.0%
(2009)	48.7 MPH	40-49	54.6%
580' W/o Sass Way (2016)	52.0 MPH	43-50	72.0%
(2009)	48.5 MPH	40-49	75.5%
<b><u>Speed Zone</u></b> (2016)	51.5 MPH	43-52	73.0%

**Collision Data**

There have been 18 reported collisions, 12 of which involved injury, one which involved a fatality, along this segment of roadway in the last five years, (01-01-11 to 01-01-16).

**Discussion**

The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the 5 MPH increment adjacent to the prevailing (85th percentile) speed of motorists. The result of the recent speed surveys (both 52.0 MPH) could support raising the existing 45 MPH speed limit to 50 MPH.

All representatives from the California Highway Patrol (CHP) expressed strong support for continued radar speed enforcement of the existing 45 MPH speed limit. It was noted that Ramona Oaks Road's physical characteristics, in-pavement lights and a wide planted median separating both directions of travel are unique for a rural roadway. It serves as the main commuter road to/from San Vicente Road and golf carts have the legal right to cross Ramona Oaks Road between residential 25 MPH posted roads and the nearby San Vicente Country Club and Golf Course.

The Committee concurred with the above observations in support of maintaining the existing 45 MPH speed limit posting. The Committee noted the road's operating conditions have not changed significantly since last reviewed in 2010. The road continues to have an enhanced pedestrian and equestrian presence due to a mid-block crosswalk, with in-pavement lights and associated signage, connecting a riding and hiking trail along both sides of the road. No benefit would be derived from a higher posting. The existing 45 MPH speed limit is reasonable and reflective of the road's existing operating conditions.

Radar certification has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Ramona Oaks Road continues to meet the CHP's criteria for continued use of radar speed enforcement.

The Committee recommends recertification for continued radar speed enforcement of the existing 45 MPH speed limit posting on Ramona Oaks Road from San Vicente Road to the End of County Maintenance.

Maker: Ouadah, Second: Matella Vote: 12-0

**Necessary Board Action**

File this report.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** December 9, 2016 **Item 2-D**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Recertification

**LOCATION:** San Vicente Road from Hansen Lane to 5,280 feet east of Wildcat Canyon Road (a distance of 3.9 miles)  
RAMONA (Thos. Bros. 1172 H-4) Ramona Community Planning Group

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification of the Existing 50 MPH Speed Limit

**PROBLEM AS STATED BY REQUESTER:**

Preliminary review of prevailing speeds and roadway conditions could support radar recertification for the existing 50 MPH speed limit.

### Existing Traffic Devices

San Vicente Road, from Hansen Lane to 5,280 feet east of Wildcat Canyon Road is a striped two-lane Through Highway that measures 36 feet wide. This roadway has been recently reconfigured throughout this segment between Montecito Road and Wildcat Canyon Road, through a Capitol Improvement Project. It is posted throughout with all new signage. The road is posted 50 MPH/Radar Enforced. This roadway is classified as a Major Road on the Mobility Element Network.

### Average Daily Traffic Volumes      5/16      5/10

San Vicente Road:		
E/o Wildcat Canyon Road	15,430	14,590
S/o Warnock Road	13,920	15,000

<u>Spot Speed Data</u>		<u>85<sup>th</sup> Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
San Vicente Road:				
750' S/o Warnock Rd	(2016)	54.0 MPH	46-55	86.0%
	(2010)	51.0 MPH	40-49	63.3%
100' N/o Mile Post 14.0	(2016)	56.7 MPH	48-57	82.0%
	(2010)	52.0 MPH	42-51	62.9%

**Spot Speed Data (continued)**

<b><u>Spot Speed Data</u></b>		<b><u>85<sup>th</sup> Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
San Vicente Road:				
1,000' E/o Wildcat	<b>(2016)</b>	53.2 MPH	46-55	91.0%
Canyon Road	<b>(2010)</b>	53.4 MPH	47-56	95.3%
<b><u>Speed Zone</u></b>	<b>(2016)</b>	54.9 MPH	47-56	84.0%

**Collision Data**

There have been 57 reported collisions along this segment of roadway, 27 of which involved injury and five of which involved a fatality, in the last five years, (01-01-11 to 01-01-16).

**Discussion**

This road has been recently reconfigured within this segment between Montecito Road and Wildcat Canyon Road through a Capitol Improvement Project. It is posted throughout with all new signage.

The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at a 5 MPH increment adjacent to the prevailing 85th percentile speed of motorists. The results of the recent speed surveys (53.2 MPH and 54.0 MPH and 56.7 MPH) produce a speed zone 85th percentile speed of 54.9 MPH which supports recertification for continued radar speed enforcement.

Radar certification has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roads where radar enforcement takes place.

Continued radar speed enforcement will facilitate and enhance law enforcement. All California Highway Patrol representatives present agreed this road meets their agency's criteria for radar speed enforcement.

The Ramona Community Planning Group was provided the opportunity to review this item and did not provide input.

**Recommendation**

The Committee recommends recertification for continued radar speed enforcement of the existing 50 MPH speed limit on San Vicente Road from Hansen Lane to 5,280 feet east of Wildcat Canyon Road

**Recommendation continued**

**Maker:** Pennings, **Second:** Reinhart, **Vote:** 12-0

**Necessary Board Action**

File this report.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** December 9, 2016 **Item 2-E**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Recertification

**LOCATION:** Vista Ramona Road/Sargent Road from Gymkhana Road to 1,000 feet north of Rutherford Road (a distance of 0.56 miles) RAMONA (Thos. Bros. 1153 D-7) Ramona Community Planning Group

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification of the Existing 35 MPH Speed Limit

**PROBLEM AS STATED BY REQUESTER:**

Preliminary review of prevailing speeds and roadway conditions could support radar recertification for the existing 35 MPH speed limit.

### Existing Traffic Devices

Vista Ramona Road/Sargent Road is a striped two-lane Through Highway that measures 40 feet in wide. There is edge striping along both sides of the road. The road is posted 35 MPH/Radar Certified. This roadway is unclassified on the Mobility Element Network.

<u>Average Daily Traffic Volumes</u>	<u>5/16</u>	<u>8/10</u>		
Vista Ramona Road/Sargent Road:				
N/o Rutherford Road		2,400		
N/o Gymkhana Road	1,465	1,030		
<u>Spot Speed Data</u>	<u>85<sup>th</sup> Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>	
Vista Ramona Rd/Sargent Road:				
760' N/o Gymkhana Rd <b>(2016)</b>	39.4 MPH	31-40	85.0%	
<b>(2010)</b>	38.3 MPH	30-39	81.1%	

### Collision Data

There has been one reported collision and it involved injury, along this segment of roadway in the last five years, (01-01-11 to 01-01-16).

**Discussion**

The result of the recent speed survey (39.4 MPH) along with road conditions supports recertification of the existing 35 MPH speed limit for continued radar enforcement. Vista Ramona Road/Sargent Road serves as access between the rural community of Ramona and ultimately to downtown Main Street Ramona. Continued radar certification ensures consistency and continuity for radar speed enforcement along Vista Ramona Road/Sargent Road. This posting continues to be reasonable and representative of the road's existing operating conditions.

Radar certification has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roads where radar enforcement takes place. Representatives from the CHP indicated the road is performing well in its present state and will benefit from continued radar speed enforcement.

The Ramona Community Planning Group was given the opportunity to review this item and did not provide input.

**Recommendation**

The Committee recommends recertification for continued radar speed enforcement of the existing 40 MPH speed limit posting on Vista Ramona Road/Sargent Road from Gymkhana Road to 1,000 feet north of Rutherford Road.

Maker: Penning, Second: Reinhart Vote: 10-0

**Necessary Board Action**

File this report.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** December 9, 2016

**Item 2-E**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Recertification

**LOCATION:** Vista Ramona Road/Sargent Road from Gymkhana Road to 1,000 feet north of Rutherford Road (a distance of 0.56 miles) RAMONA (Thos. Bros. 1153 D-7) Ramona Community Planning Group

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification of the Existing 35 MPH Speed Limit

**PROBLEM AS STATED BY REQUESTER:**

Preliminary review of prevailing speeds and roadway conditions could support radar recertification for the existing 35 MPH speed limit.

**Existing Traffic Devices**

Vista Ramona Road/Sargent Road is a striped two-lane Through Highway that measures 40 feet in wide. There is edge striping along both sides of the road. The road is posted 35 MPH/Radar Certified. This roadway is unclassified on the Mobility Element Network.

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>5/16</u></b>	<b><u>8/10</u></b>
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Vista Ramona Road/Sargent Road:		
N/o Rutherford Road		2,400
N/o Gymkhana Road	1,465	1,030

<b><u>Spot Speed Data</u></b>	<b><u>85<sup>th</sup> Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
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Vista Ramona Rd/Sargent Road:			
760' N/o Gymkhana Rd <b>(2016)</b>	39.4 MPH	31-40	85.0%
<b>(2010)</b>	38.3 MPH	30-39	81.1%

**Collision Data**

There has been one reported collision and it involved injury, along this segment of roadway in the last five years, (01-01-11 to 01-01-16).



**Discussion**

The result of the recent speed survey (39.4 MPH) along with road conditions supports recertification of the existing 35 MPH speed limit for continued radar enforcement. Vista Ramona Road/Sargent Road serves as access between the rural community of Ramona and ultimately to downtown Main Street Ramona. Continued radar certification ensures consistency and continuity for radar speed enforcement along Vista Ramona Road/Sargent Road. This posting continues to be reasonable and representative of the road's existing operating conditions.

Radar certification has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roads where radar enforcement takes place. Representatives from the CHP indicated the road is performing well in its present state and will benefit from continued radar speed enforcement.

The Ramona Community Planning Group was given the opportunity to review this item and did not provide input.

**Recommendation**

The Committee recommends recertification for continued radar speed enforcement of the existing 40 MPH speed limit posting on Vista Ramona Road/Sargent Road from Gymkhana Road to 1,000 feet north of Rutherford Road.

Maker: Penning, Second: Reinhart Vote: 10-0

**Necessary Board Action**

File this report.

## **SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** December 9, 2016 **Item 5-A**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Roadway Circulation/Parking

**LOCATION:** Various locations within the Rancho Santa Fe Village area. RANCHO SANTA FE (Thos. Bros. 1168-D3) San Dieguito Community Planning Group

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Angle/Parallel Parking/One Way Street Designation

### **PROBLEM AS STATED BY REQUESTER:**

The Rancho Santa Fe Association (RSFA) contacted the County of San Diego to modify existing two-way traffic on El Tordo between Avenida de Acacias and Linea del Cielo westbound and on La Gracia between Paseo Delicias and La Flecha southbound to a One-Way traffic designation. Additionally, angle parking is proposed on El Tordo with one Disabled Parking space and parallel parking reconfiguration on La Gracia. The implementation of these configurations will add additional 22-new parking spaces. The RSFA submitted a report entitled "RSF Village Revised Parking Assessment letter, dated 11/21/16, identifying existing roadways and parking groups being considered for modifications. The County Traffic Engineer has reviewed the proposal and supports the RSFA's incremental approach to expand parking and One-Way roadway designations and requests TAC review.

### **Discussion**

The RSFA contacted the County of San Diego to modify existing two-way traffic on El Tordo between Avenida de Acacias and Linea del Cielo westbound, and on La Gracia between Paseo Delicias and La Flecha southbound to a One-Way traffic designation. Angle parking is proposed on El Tordo with one Disabled Parking space and parallel parking reconfiguration on La Gracia. This is the second phase of traffic circulation and parking for the downtown Rancho Santa Fe Village area. Phase one which was approved by the Board of Supervisors on June 29, 2016, converted 42 existing parking spaces into Time Limit Parking Spaces. A consultant for the RSFA attended the TAC meeting and stated that the proposed second phase circulation/parking modifications will add an additional 22 new parking spaces for the downtown Village area of Rancho Santa Fe to accommodate the retail businesses parking demand. This area has evolved from a cozy market and boutique area to a more business influenced district housing many real estate and financial based businesses. The RSFA consultant indicated that this incremental approach combined with the previously approved conversion of 42 approximate parking locations into time limit parking will provide great benefit to the motoring public of the Village Area of Rancho Santa Fe.

**Discussion (continued)**

The Committee supported the phase two incremental approach as outlined by the RSFA and agreed the proposal would not be expected to negatively impact road operations.

**Recommendation**

The Committee recommends the establishment of new Angle/Parallel Parking/One Way Street Designation areas in the Village area of Rancho Santa Fe.

Maker: Ouadah, Second: Fleishman, Vote: 11-0

**Necessary Board Action**

Add Sections to Division 2 of Title 7 of Article 9 of the San Diego County Code.

## **SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**COMMITTEE REPORT OF:** December 9, 2016

**Item 5-A**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Roadway Circulation/Parking

**LOCATION:** Various locations within the Rancho Santa Fe Village area. RANCHO SANTA FE (Thos. Bros. 1168-D3) San Diego Community Planning Group

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Angle/Parallel Parking/One Way Street Designation

### **PROBLEM AS STATED BY REQUESTER:**

The Rancho Santa Fe Association (RSFA) contacted the County of San Diego to modify existing two-way traffic on El Tordo between Avenida de Acacias and Linea del Cielo westbound and on La Gracia between Paseo Delicias and La Flecha southbound to a One-Way traffic designation. Additionally, angle parking is proposed on El Tordo with one Disabled Parking space and parallel parking reconfiguration on La Gracia. The implementation of these configurations will add additional 22-new parking spaces. The RSFA submitted a report entitled "RSF Village Revised Parking Assessment letter, dated 11/21/16, identifying existing roadways and parking groups being considered for modifications. The County Traffic Engineer has reviewed the proposal and supports the RSFA's incremental approach to expand parking and One-Way roadway designations and requests TAC review.

### **Discussion**

The RSFA contacted the County of San Diego to modify existing two-way traffic on El Tordo between Avenida de Acacias and Linea del Cielo westbound, and on La Gracia between Paseo Delicias and La Flecha southbound to a One-Way traffic designation. Angle parking is proposed on El Tordo with one Disabled Parking space and parallel parking reconfiguration on La Gracia. This is the second phase of traffic circulation and parking for the downtown Rancho Santa Fe Village area. Phase one which was approved by the Board of Supervisors on June 29, 2016, converted 42 existing parking spaces into Time Limit Parking Spaces. A consultant for the RSFA attended the TAC meeting and stated that the proposed second phase circulation/parking modifications will add an additional 22 new parking spaces for the downtown Village area of Rancho Santa Fe to accommodate the retail businesses parking demand. This area has evolved from a cozy market and boutique area to a more business influenced district housing many real estate and financial based businesses. The RSFA consultant indicated that this incremental approach combined with the previously approved conversion of 42 approximate parking locations into time limit parking will provide great benefit to the motoring public of the Village Area of Rancho Santa Fe.

**Discussion (continued)**

The Committee supported the phase two incremental approach as outlined by the RSFA and agreed the proposal would not be expected to negatively impact road operations.

**Recommendation**

The Committee recommends the establishment of new Angle/Parallel Parking/One Way Street Designation areas in the Village area of Rancho Santa Fe.

Maker: Ouadah, Second: Fleishman, Vote: 11-0

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